

its present location at some time in the future. At that time it would be very desirable to develop a parking facility on the property. This would mean either razing the building and developing a surface lot with meters or leaving the structure and renovating it to be used as a parking structure. This is assuming that the building is still structurally capable of supporting vehicles on two floors. The development of this area for customer parking would replace several times over any spaces lost on Howard Street when it is converted to some form of mall. Because of its close proximity this lot would also serve the Main Street merchant. At present there is a 10 foot wide alley on the west side of Howard Street that could be developed as a pedestrian access from this proposed parking area directly to Howard Street. This proposal can be found in the Proposal for Progress booklet.

This lot should be developed either before or during the improvement of Howard Street in order to insure that ample parking is available.

This lot and structure should also be considered as a project under the development of the Parking Authority to be paid for by revenues derived from parking meters and, if necessary, merchant underwriting. The location of this lot makes it very desirable as a parking facility and it should be among the first parking projects developed.

6. Washington Street. The area immediately east and west of Washington Street is almost totally built up with structures and the available parking is therefore greatly limited. Potential parking areas are going to have to be developed where existing structures are located today. For this reason development may be somewhat expensive in its initial effort. Because of this high expense the necessity of using the Renewal Authority becomes critical. The many substandard structures will be removed and the resulting parcels of land can be used to form a large enough tract to